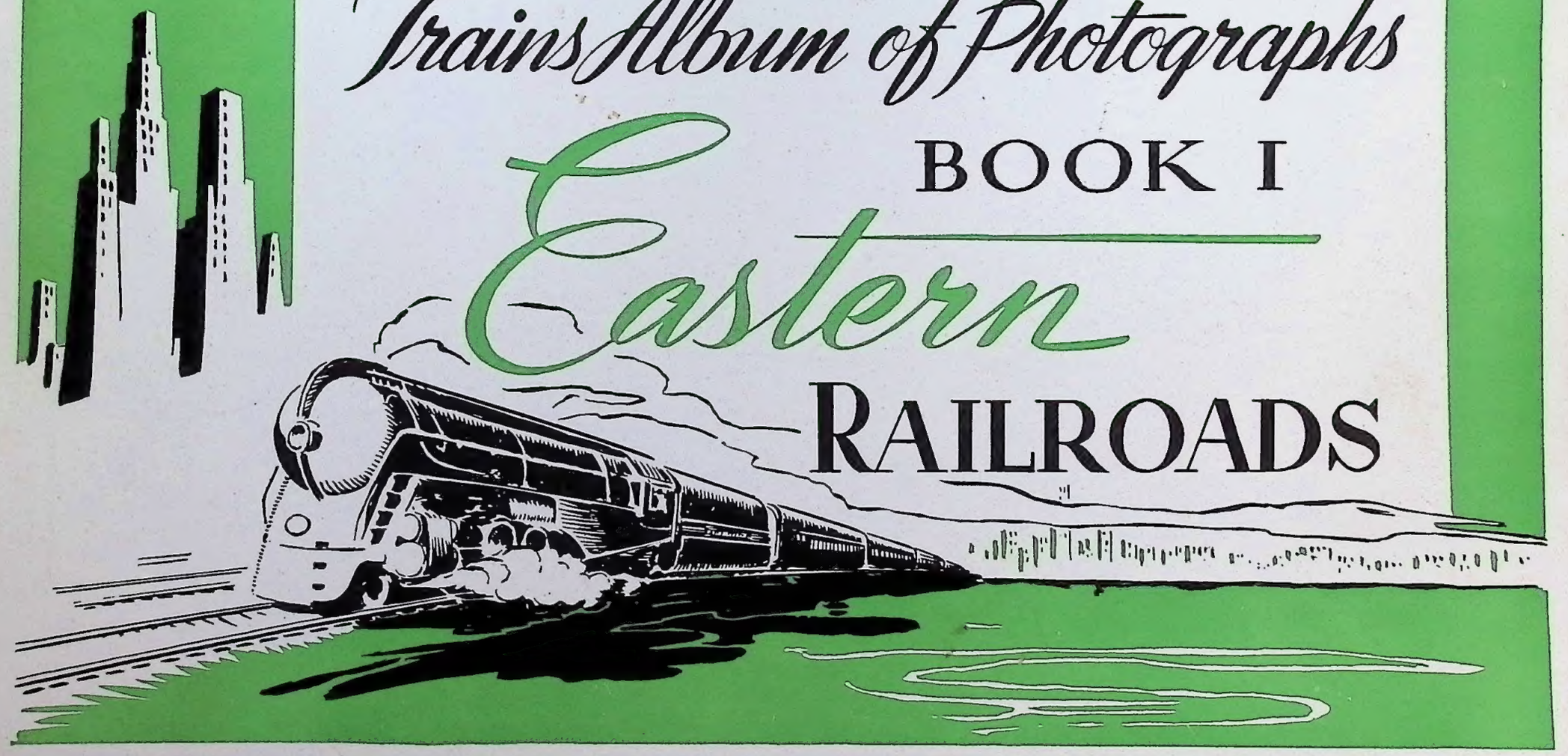
1.00
R3

# Trains Album of Photographs

## BOOK I

# Eastern RAILROADS



*Trains Album of Photographs -- Book One*

# EASTERN RAILROADS

**Kalmbach Publishing Co.** **1943**

**Milwaukee, Wisconsin**

Copyright 1942,
by Kalmbach Pub. Co.

**The Finest Pictures of American Railroad Scenes.**

IN THE EASTERN STATES is the densest railroad traffic in America, lines like the New York Division of the Pennsylvania Railroad with hundreds of trains per day. And also in this area are picturesque little short lines, prize scenic displays along both regularly traveled and off-the-beaten-path routes, and even narrow-gauge railroads. The East has its wildly wooded areas, still as uncivilized as in the days of the Indians, but even in these one is never far from the railroad.

For purposes of this album the East includes the territory of the big Eastern trunk lines — New York Central, Baltimore & Ohio, Erie, and Pennsylvania — together with the many smaller lines serving New York, Pennsylvania, New Jersey, Delaware, Maryland, and overlapping territory.

Within this compass are such stellar attractions as Horseshoe Curve with its constant parade of trains cannonading up or smoking down the 2.2 per cent mountain-crossing grade, the Reading with its anthracite coal, the Long Island with the heaviest commuter traffic in the world, the New York Central threading its trains down both edges of the majestic tide-level Hudson, the Erie banging freight by the trainload along its wide-clearance right of way, the Delaware, Lackawanna & Western topping the Poconos and winding through the lush green of southern New York State. Here also are the heavy coal drags and fast merchandise trains of the Western Maryland, the roaring Diesels of the B&O, the fancy experimental engines of the Delaware & Hudson, the tank-type suburban engines of the Central of New Jersey, the streamlined rail coaches of the Susquehanna, and the Pennsy's individualistic K-4 Pacifics and GG-1 streamlined electric locomotives.

In this book of photos we have tried to capture not only the spirit of the busy industrial East but of the individual railroads that serve it: the Lehigh Valley with its streamlined Pacifics for fast passenger trains, the old Empire State Express in the finest tradition of forty years ago, and a mile-long Erie freight strung out along the side of a valley with part of it on the Starruca viaduct, solid masonry in the substantial old style of construction not seen in newer parts of the country.

The format of this album, and of others in the series, is a new departure in book manufacturing, an adaptation of methods and materials especially to suit the needs of the man who likes railroad pictures. Instead of selecting photos which would reduce to the usual book size, we have chosen without restriction the finest pictures from TRAINS magazine and from the files of the best amateur railroad photographers. This made a large page size necessary, and these large pages are bound by a modern method which keeps them as individual units which can be detached, if you wish, for framing. Special highly coated paper and gloss ink make the reproduction equivalent to glossy photographic prints. So that you can clip or remove photos for framing or scrapbook use, we have printed on only one side of the sheet.

Our sincere appreciation is extended to the photographers who have worked with us to make this book possible.

## Trains Albums of Photographs

BOOK ONE—EASTERN RAILROADS

Embracing the Middle Atlantic States, New York, Pennsylvania, New Jersey, Delaware and Maryland.

BOOK TWO—FAR WESTERN RAILROADS

BOOK THREE—MIDWESTERN RAILROADS

BOOK FOUR—COLORADO RAILROADS

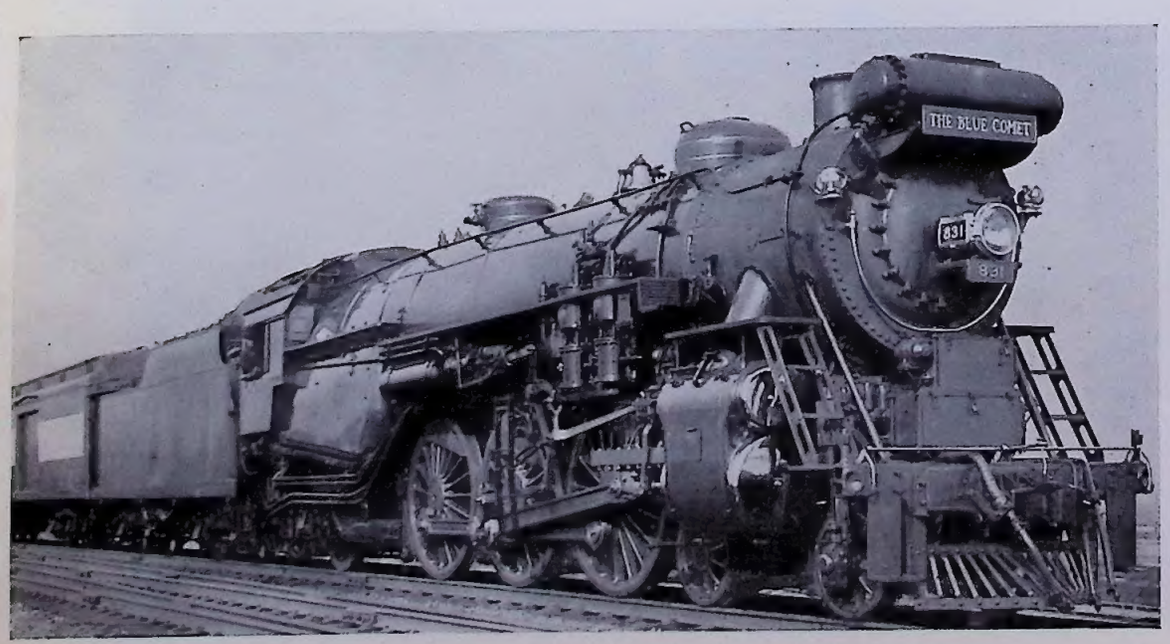
Each Book, $1.00


Printed in U. S. A. by Kalmbach Publishing Co., Milwaukee, Wis.

The appearance of a locomotive is very much affected by the treatment of details. Look at the unusual and neat appearance of this Delaware & Hudson Pacific. Yet it is but a conventional design of engine, with piping concealed under the boiler jacket, cab lengthened downward, smoke deflectors added, and an Ionic cap rim on the stack. Train is the *Laurentian* from Montreal to New York. Railroad Photographs by H. W. Pontin.

The Maryland & Pennsylvania, better known as the "Ma & Pa," is a winding, twisting 80-mile railroad connecting Baltimore, Md., and York, Pa. Two other railroads render service between the two cities, but they are parts of larger systems. The Ma & Pa represents a complete railroad in itself. While the surroundings in the upper left picture are being enjoyed by the crew, the afternoon *Baltimore Mail* climbs out of Muddy Creek Valley on its way to Delta. Lower left picture is indicative of the curves on the Ma & Pa, of which there are six, on the average, per mile. Upper right shows the southbound daily freight stretching itself on a bit of straight track, behind No. 42, a Consolidation. Lower right: Doubleheading is done not at the head end but in the middle because the trestle will not take the weight of two locomotives at one time. All pictures by William Moedinger Jr.

Above: Sliding downgrade on Horseshoe Curve is a Pennsy Mountain type locomotive. The smoke rising from under the stock cars tells the story of retainer valves which are set to keep the brakes on. Railroad Photographs, by J. W. Pontin. Below: Central of New Jersey 4-6-2, class G-3s locomotive built in 1928 by Baldwin. Upper right: Fan train on the three-foot gauge East Broad Top Railroad & Coal Co. stops to pose on the line's largest bridge at Pogue, Pa. By William Moedinger Jr. Lower right: The *Erie Limited*, crack New York-Chicago train of the Erie, carries a heavy head-end traffic. By Donald W. Furler.

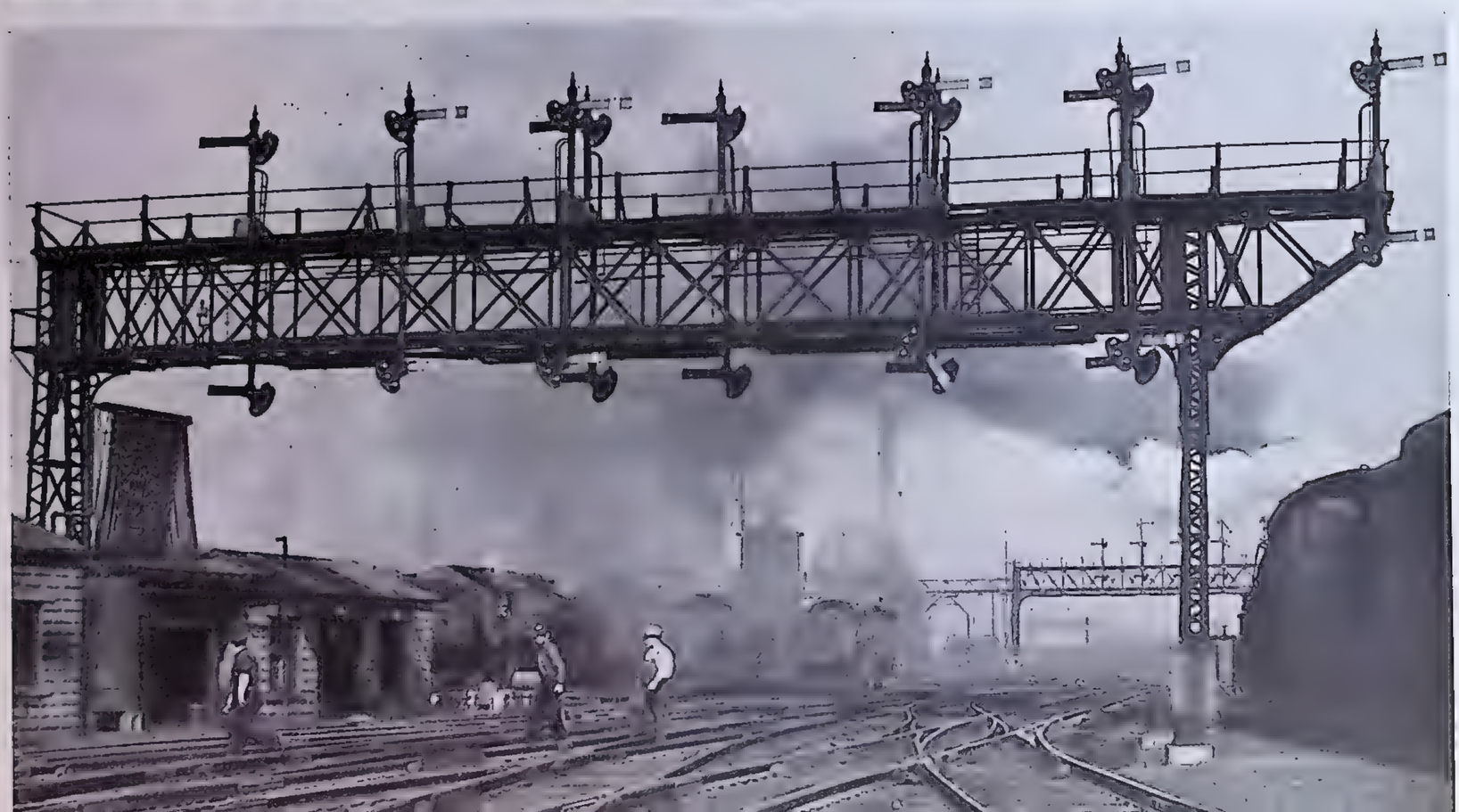


Above: The Reading I-10sa's rank among the heaviest Consolidation type locomotives ever built, engine weight 314,950 pounds. Fifty of these were built by Baldwin between December, 1923, and January, 1926. No. 2000 was the first. The lettering Philadelphia & Reading was discontinued in 1924, when the company name was changed.

Above: Two generations ago locomotive 999 of the New York Central was the sensation of the Chicago World's Fair. She had been designed by Master Mechanic William Buchanan especially to break the world's speed record, and break it she did, 112.5 miles an hour while pulling the *Empire State Express* on May 10, 1893. Then she went to Chicago and the admiring throng.

Below: One of the really great railroad pictures of all time. Three locomotives, two on the head end and one behind the caboose, haul and push a 127-car freight train, No. 72 of the Erie Railroad. The famous Starrucca Viaduct is at the train's center. Notice that the cars just to the right of the viaduct appear to be shorter than those toward the front and rear of the string. This is because the track curves somewhat beyond the viaduct. The location is Lanesboro, Pa., and the photo is by Robert F. Collins.

From the smoky dirtiness of Jersey City (below) through the fresh green hills of southern New York (left) and on to Buffalo, Cleveland, or Chicago runs the Erie. It is a road of wide clearances, inherited from the one-time six-foot gauge, and its reputation is as a freight hauler. But passenger trains like the *Mountain Express* (left, near Suffern, N. Y.) and the *Erie Limited* carry not only the local passengers from cities served only by the Erie, but through passengers looking for off-the-beaten-path scenery. Right, by Robert A. LeMassena; below, by Noel Hiram Deeks.



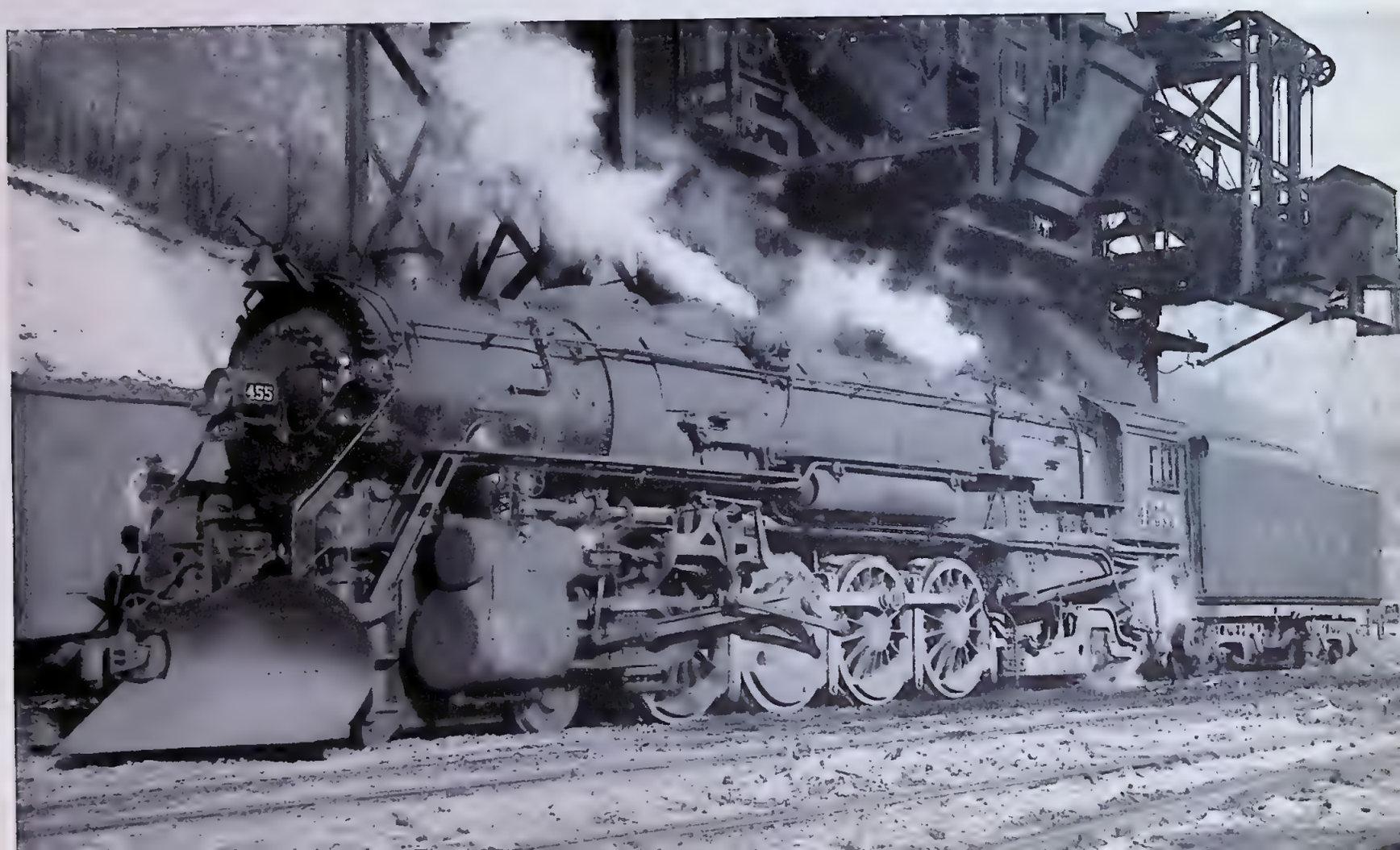
Two views of Baltimore & Ohio President class passenger locomotives. Above, from an unusual angle, the *President Polk* leaves Washington Union Station, and below, the *President Garfield* passes Communipaw Avenue in Jersey City with the *National Limited*. In the early years of American railroading locomotives bore names rather than numbers. The B&O revived this old custom when it built the 21 *President* engines in 1928-29, all named for American presidents. The locomotives were painted green at first, later changed to royal blue. One was streamlined for *Royal Blue* service, and later restored to its original appearance, probably the only locomotive to be de-streamlined. Upper photo from B&O; lower by Donald W. Furler.

Typically B&Oish is this Mikado type freight locomotive. The Mike (or as some roads now call it, the MacArthur), with its two pilot wheels, eight drive wheels, and two trailing truck wheels, is by all odds the most popular type of freight locomotive on American railroads, although it is now being replaced by newer types with more pilot and trailing wheels to carry the additional boiler weight of greater horsepower and hence to allow higher sustained speeds. By Donald A. Somerville.

The Lehigh Valley had Otto Kuhler streamstyle several of its Pacifics for service on the *Black Diamond*, the *Asa Packer*, and the *John Wilkes*. One of these attractive locomotives is shown at Hillside, N. J., waiting to take over the *Asa Packer* from the electric locomotive that pulls the train from Pennsylvania Terminal, New York. By Robert LeMassena.

The Raritan River Railroad, a 12.3-mile-long freight service line, runs between New Brunswick and South Amboy, N. J. Locomotive No. 14, a 2-8-2, is shown pulling a typical string over rails of the connecting New York & Long Branch Railroad. By M. B. Cooke.

Heavy NYO&W power. An engine of the Y-2 class takes coal at Cadosia, N. Y., junction point of the main line and the heavily trafficked Scranton Branch. By Charles C. Pearce.



Two trains of the Delaware, Lackawanna & Western at Dover, N.J. Both are locals and will run to Hoboken, the steam train via Boonton and Paterson on the old main line, the electric via Morristown, Summit and the Oranges on the electric line. The locomotive is a 4-4-0 type. By Herb Weisberger.

Along the main line of the New York Central, just above Peekskill on a mid-March day in 1941. The Hudson type locomotive speeds along beside the river after which it was named. These 4-6-4 locomotives are mechanically similar to the streamlined locomotives that haul the *Twentieth Century Limited*. New York Central's West Shore line tracks are on the opposite shore. By Herb Weisberger.

Among the most efficient steam locomotives for their size are the New York Central's Hudsons. They were a natural evolution from the Pacific type, and since 1929 the road has purchased several hundred of them, all used for fast passenger service. These include the streamlined locomotives used on the *Twentieth Century* and other crack trains. Two Hudsons, above, stand at the washup stand at Harmon, N. Y., where electric locomotives replace steam on trains about to enter New York City. By Frank Quin.

Near Peekskill, N. Y., two New York Central trains pass, the *Knickerbocker* on the right behind a Hudson, and a local to the left behind a Pacific. About 150 passenger trains pass Peekskill each day on the NYC main line connecting Albany and New York City. By Frank Quin.

New York Central westbound and eastbound at Peekskill, N. Y. The eastbound trains in the lower picture are the *Upstate Special* (right), headed by a Hudson, Class J-1c, No. 5269. The other train is a local, powered by a Hudson, Class J-1b. Both locomotives are Alco built. Tractive force rating of each is 42,360 pounds with an additional 10,900 obtained through the use of boosters. Drivers are 79 inches. Both by Herb Weisberger.

A New York Central switching move in the Bronx, N. Y. The locomotive is a "three-power" oil-battery-electric job and can be operated in the same way as any other straight electric by taking power from the third rail shown beside the curving track ahead of the locomotive. For short distances the locomotive can run on its batteries to avoid starting the Diesel engine. A Diesel-driven generator keeps the batteries charged. A fuse-box and cable leading to the third-rail shoe can be seen near the steps of the locomotive. By Herb Weisberger.

Probably the most ubuquitous type of passenger locomotive in the country is the Pennsylvania Railroad K-4 Pacific (a Pacific is a locomotive with four pilot wheels, six drivers, and two trailing wheels), of which literally hundreds are in service on all parts of the widespread Pennsy system. Two K-4's, above, slide down the east slope of the Alleghenies, around Horseshoe Curve, with No. 24, maid-of-all-work afternoon train from Pittsburgh to Philadelphia. Delaware & Hudson locomotives are also well known, not because they are often seen or because there are many of one class, but because a number of them are highly unusual experimental engines. Below is a closeup of the valve gear on Pacific No. 653, a poppet-valve engine built in the D&H shops in 1931. Both photos from Railroad Photographs, by H. W. Pontin.

The railroad which most belongs to New York City is the New York Central. The Central comes across the entire width of New York state, down the Hudson through the river cities which have traditionally been linked with the metropolis, and finally threads more than half the length of Manhattan Island itself. Above: A New York-bound commuters' express stops at White Plains on the Harlem Division. By Herb Weisberger. Below: *The Twentieth Century* is shown near New York on its run to Chicago. Courtesy New York Central.

The three trains here are all Western Maryland Railway. Rooted at the coal mines of West Virginia, the WM is an important Eastern freight railroad, with the slogan "Fast Freight Line." Locomotive No. 1211, at left, is a recently-built 4-6-6-4 with a heavy freight drag on the grade from Potomac River to Hagerstown Yard. By Donald W. Furler. Above: Class I-2, type 2-10-0 (Decapod), hauling a tonnage train over part of the 1400 miles of the WM. Below: Class K-2, No. 202, type 4-6-2 (Pacific), with the road's one through passenger train between Baltimore and Elkins, W. Va. Both pictures by Norris Young.

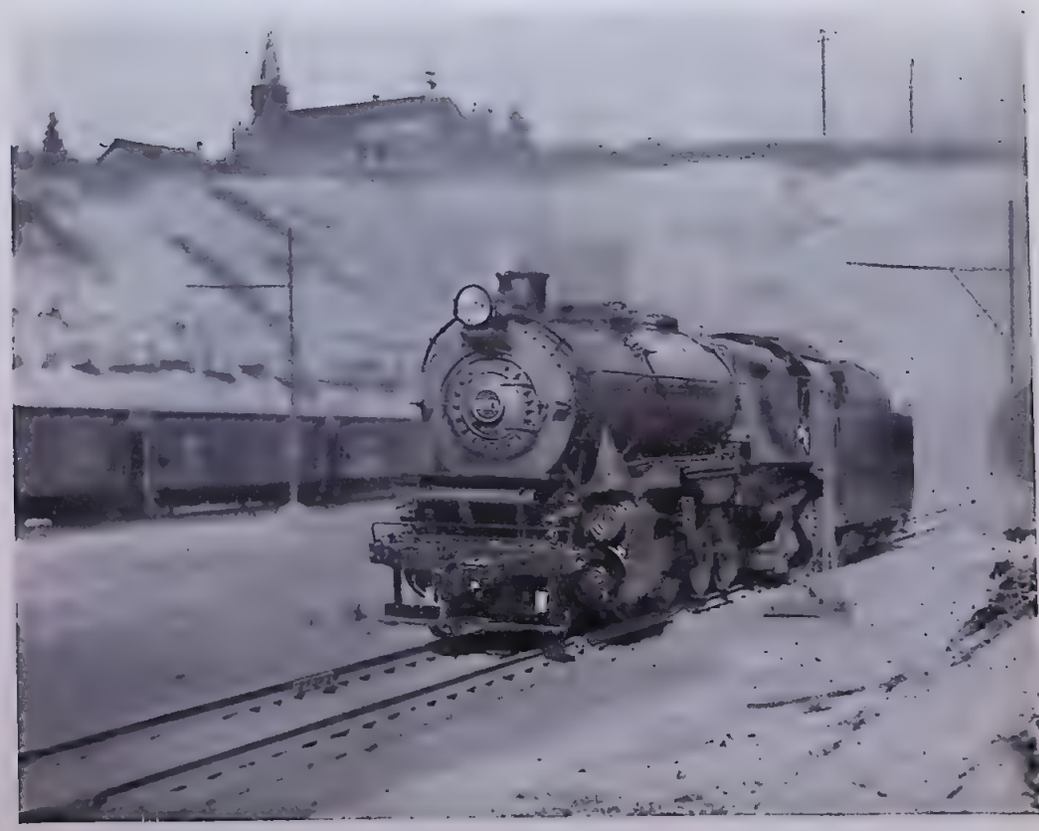
No. 2098 stands in the engine house of the Lehigh Valley's important shops at Sayre, Pa. The pilot and cylinder covers, as well as the coupler knuckle, have been removed. It is a Class K-6b, cylinders 25" x 28", drivers 77", tractive power 41,534 pounds. The engine is equipped with a booster which adds an additional 10,400 pounds to the starting tractive power. By Noel Hiram Deeks.

A Boston & Maine eight-wheel switcher, No. 630 is a bruiser of a locomotive. It was built by Alco in 1922 and is rated at 50,050 pounds tractive effort.

Every train entering or leaving Pennsylvania's New York City station from the West must use this double-track high line across the Jersey Meadows to Newark, which thus ranks as the busiest double-track railroad. Since all trains on this line are passenger, and there are no stops, the traffic flows evenly and continuously, enabling the two tracks to carry a volume far beyond the usual capacity. Both tracks, at first third rail, are now trolley-operated. By W. R. Osborne.

Above: William Penn looks down from the top of the Philadelphia City Hall upon the city he founded, and upon something of which he never even dreamed, Broad Street Station of the Pennsylvania Railroad. Here all Philadelphia-terminating Pennsy trains begin or end their runs. No. 4800 is at the head of a "clocker," ready to leave for New York. The bulk of the locomotive work on the Pennsy electrification is handled by the Class GG-1 electric locomotives, and No. 4800 is the original 'sample' locomotive from which all other GG-1's are patterned. Even, smooth power for heavy passenger service on the main line is furnished by the GG-1's, some of which are also used for freight service, geared lower. The train at the left is on the world's busiest railroad, New York Division of the Pennsy, curving through Elizabeth, N. J., at 70 miles per hour. This beautiful speed shot was made by Herb Weisberger.

Left: Pennsylvania Railroad Consolidation, 2-8-0 type, under a highway bridge just west of Hunter tower, a mile and a half west of the Newark station. Many of the off-the-main sidings are not electrified in and around Newark and switching work becomes the duty of such engines as the 3042. The PRR has 292 of these Class H-6sb locomotives including No. 1 which was built in 1906. By Herb Weisberger. Below: A Pennsy Mikado, hot in the noonday sun, rolling westward out of the single track Allegheny Tunnel at Gallitzin, one of the three tunnels which lead the four-track main line from the Atlantic to the Mississippi watersheds. By H. W. Pontin.



The Middletown & Unionville is a one-locomotive, 14.6-mile road which runs south from Middletown, N. Y., on the main lines of the Erie and the New York, Ontario & Western, to Hanford, N. J., where it connects with the New York, Susquehanna & Western for Jersey City and northern New Jersey points. A traffic interchange agreement with the NYO&W and the Susquehanna keeps the road busy as a connecting link. It was built in 1874 as the Middletown, Unionville & Water Gap and leased to the Susquehanna until 1913, when it began its independent existence. Consolidation No. 7 (below) is the M&U's one locomotive. By Kent Day Coes.

Fifty feet below the sidewalks of Manhattan a Pennsylvania electric locomotive pulls out to the west with a passenger train. The west end of the station track layout is controlled by a single signal tower, and all tracks converge into two mainline tracks through the Hudson River tunnels.

This scene is somewhat less than half a mile from Bear Mountain Bridge and shows the trackage of the West Shore line of the New York Central. The tunnel was cut to eliminate sharp curves which once followed the shore line. The old rock cut to the right remains as an indication that such trackage existed.

Reading locomotives in action and at rest. Left: No. 1700 pulling a string of freight across the Lehigh Valley tracks at Bethlehem, Pa. Courtesy Bethlehem Steel. Upper: No. 178 westbound at 60 m. p. h. near Jersey City, N. J. By Herb Weisberger. Lower: Built by Baldwin in 1916, this Reading Class G-1sa was semi-streamlined at the Reading Shops in December, 1934.

Above: Northeastward from the anthracite sector of eastern Pennsylvania points Lehigh & New England, a connecting link paralleling the seaboard and carrying principally coal to New England via its connections at Campbell Hall, N. Y. No. 301 is a heavy Consolidation, Class E-14, and is here pulling 55 cars north of Goshen, N. Y., on Erie tracks which are leased by L&NE as part of its main line. Lower: A heavy Consolidation of the paralleling, competing, Lehigh & Hudson River raising the rustic echoes with a Maybrook-Port Morris freight near Craigville, N. Y. Both pictures by Donald Furler.

Westbound New Jersey Central fast merchandise train running through Elizabeth, N. J. This section of main line carries Jersey Central, Reading and Baltimore & Ohio trains. The engine on the smoky end is No. 900, a Mikado equipped with an extra long 12-wheel tender. This same train is sometimes drawn by a Reading locomotive, also a 2-8-2. Many of the cars have been floated across New York Harbor from the large freight terminals in Brooklyn. By Frank Quin.

No. 25 was one of two similar but not identical Ten-Wheelers pulling heavy passenger trains on the New York, Susquehanna & Western years ago. Originally it was No. 1 of the affiliated Wilkes-Barre & Eastern, now abandoned, and it ended its days on the Susquehanna with the name of engineer Philip T. Nixon on its cab. It was the last engine Mr. Nixon ran before his retirement. By W. H. Lucas.

This Erie passenger local is practically a mixed train, what with milk cars, horse cars, mail car and coaches. By W. R. Osborne.

The *Coronation Scot*, visiting English locomotive, stood thus beside B&O's streamlined *Royal Blue* locomotive in 1939. By W. R. Osborne.

A westbound Baltimore & Ohio express, headed by a high-wheeled Pacific, swings around an upgrade curve. By W. R. Osborne.

The *Empire State Express* at the height of her glory. The graceful, high-wheeled American Standard locomotives had been replaced by more powerful Atlantics in 1902 when this speed shot was taken, but the *Empire State Express* was still the train that broke the world's speed record, the most famous train in America. It was to be 25 or 30 years before it became just one of the great steel fleet, 40 years before it was streamlined and again widely publicized as something new and radically better in trains. The standard four-car equipment then included coaches and parlor car. By C. W. Fisher, courtesy Rochester Model Railroad Club collection.